



Motorists, Attention!

Have You Visited the New Automobile Supply House?

We have the largest stock of Auto Supplies—THE DEPENDABLE KIND—in the city. Here you will find every article necessary for the proper equipping of your automobile. Only the best goods manufactured are handled, and great care is exercised in the buying of each article. Owing to the fact that we buy supplies in large quantities we are enabled to offer them at bottom prices.

A visit here will prove interesting in many ways—from the standpoint of price as well as quality.

The Frank Fickling Automobile Supply Co.
1112 14th St. N. W.

COOK & STODDARD CO.

Pierce-Arrow
Cadillac
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AUTOMOBILES

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Salesroom, 1313 H STREET N. W.

PARRY

Immediate Deliveries
ON FOUR MODELS FOR 1911.

Phone Col. 3793 for Demonstration.

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WASHINGTON EMPIRE TOP

For beauty, fit, and service they can't be best. They are imitated, but not equal. Come, have a look and be convinced. Tops for all makes of cars. Buy direct from us and save money. Tops from \$25 up. Slip covers, etc., at proportionate prices.

EMPIRE AUTO TOP AND BODY CO.,
1217 E. St. (near) N.W. Phone Main 7432.

E-M-F "30"

Allotment of cars nearly sold. Only a few more open dates of deliveries left.

COMMERCIAL AUTO AND SUPPLY CO.,
1313 New York Ave. N. W.

NATIONAL ELECTRICAL SUPPLY CO.

1330 NEW YORK AVE.

Everything for the Automobilist.

APPERSON

EMERSON & ORME,

Temporary Location, Rear of 1219 K St. N. W.

PHONE MAIN 7695.

REGAL

EMERSON & ORME,

Temporary Location, Rear of 1219 K St. N. W.

PHONE MAIN 7695.

Several Second-hand machines, in first class condition, for sale at bargain prices.

CHAS. E. MYERS, 1429 L St. N. W.

REFRIGERATORS.

Barber & Ross, 11th and G Sts.

ECKSTEIN'S MIDDAY LUNCH is the Talk of the People.
12 to 3—TRY IT.

HUDSON TOURING CARS, ROADSTERS,
\$1,150. \$1,000.
ZELL MOTOR CAR CO.,
1315 New York Ave. N. W.



AUTOMOBILE NEWS AND GOSSIP

The illustrations in the automobile pages of The Washington Herald this morning present scenes familiar to Washington motorists.

The new Washington-Baltimore boulevard is proving most attractive, being a fine piece of road, with the exception of the few miles which have not yet been completed. Runs to Baltimore are quite frequent, and every afternoon and on Sunday there is a moving picture of automobiles loaded with passengers.

Almost equally familiar is the view of the Baltimore-Fredrick, Md., between Cooksville and Ridgeville, Md. Nearly all of the Washington automobilists, however, reach Ridgeville by way of Laytonsville and Damascus, although by continuing north from Olney, instead of turning to the left, the route to Cooksville presents many interesting views.

The Belair road is traveled by motorists going north from Baltimore, and the picture of the vine-covered bridge between Baltimore and Havre de Grace shows one of the beauty spots after leaving Belair.

Much of the pleasure of automobile trips is increased by pictures of the quaint bridges, tollgates, and other features of each trip.

A member of the National Automobile Association reports a bad stretch of road about ten miles in length on the route from Belair to Churchville, Md. He states there are several large boulders in the roadway, and that the road in general is rough. He suffered a broken axle. He advises the use of the lower road to Havre de Grace in dry weather.

The long run of the Flanders "30" under three flags, automobile, which left Quebec June 8, ended under the shadow of Popocatepetl last Wednesday. The car pulled into the city covered with mud, after a fast day's run, the home stretch of which comprised the first good roads met within the republic. A dramatic feature of the arrival was the fact that the car was piloted to the finish by W. J. Lane, the regular driver, who, in spite of severe illness which has afflicted him all through Mexico, had insisted, against the advice of his physicians, on accompanying the trip to its end. Lane traveled ahead of the car through the greater part of Mexico, but took the wheel Wednesday morning, and remained there. A large popular demonstration occurred at the St. Charles IV monument, which was passed en route to the garage of Mohler & De Gress. The Flanders is the first car to enter Mexico from Laredo and the first to traverse a large share of territory which was traveled from there to the end of the trip. The total mileage for the trip was 4,127, but a little longer than the shortest by rail between the two points.

J. S. Leatherman and family have just returned from an enjoyable run in their Washington car through Pennsylvania and New Jersey. A great deal of the time was spent in Atlantic City.

W. C. Yates and family have just returned from an 80-mile trip through Pennsylvania, New Jersey, and Delaware. The run was made in a Washington tour-about, and the route embraced Vineland, Wildwood, Atlantic City, Philadelphia, and Baltimore.

Rev. Ignatius Fealy leaves to-morrow for a tour through New Jersey, spending a week at Atlantic City.

Harry Rose leaves to-morrow for a tour of New England and the Middle Atlantic States.

William C. Thatcher returned yesterday, following a trip through New Jersey, including many of the resorts.

P. C. Bates started Wednesday for a tour in New Jersey, New York, and New England.

Edward C. Thomas, in his Chalmers, made a trip to Atlantic City last week.

O. A. Mechler has secured a New Jersey license from Lambert B. Touring for that State and secretary of the local branch of the National Automobile Association. Mr. Mechler expects to spend about two weeks in New Jersey and New York.

Holders of Maryland licenses should send their names to Mr. Reed, of the National Automobile Association, to be enrolled among those opposing the present Maryland automobile tax. An effort will be made by the association to stop the use of this money until the constitutionality of the tax law is tested in the United States Supreme Court.

Mr. R. S. Canby has received his Hudson touring car from the Zell Motor Company, of this city.

Mr. Dorsett, local agent for the Studebaker, made sales during last week to Mr. Charles Sonne, "40" touring car; Mr. Wilton J. Lambert, "40" touring car; Dr. J. H. Cole, "40" touring car; Mrs. W. H. Whalen, a Studebaker electric.

Mr. and Mrs. Francis Gaegler, of this city, will leave their summer home at Braddock Heights to-day for an extended stay at Asbury Park. The journey over the roads will be made in Mr. Gaegler's Buick touring car.

Mr. W. D. Barry has placed an order for a Washington car with the Carter Motor Car Company. The car is to be made of the touring type, fully equipped, and finished in wine color, striped in gold.

A recent record run made by the Selden car, from Pittsburg to Cleveland and return, is still being talked of in the "Smoky City" by those acquainted with the facts, not so much on account of the time made, but for the reason that the round trip was made without changing from high gear on the entire trip. Hills, rough and muddy stretches, were traveled on high gear with as little trouble as were the State roads, for the reason that the Selden throttled down at three miles per hour on high. Between the two cities a number of particularly stiff grades were taken on high gear, and without apparent effort or labor on the part of the engine.

The run started in Pittsburg at 5:30 a. m. and Cleveland was reached at 2:40 p. m., when the speedometer registered 133 miles. The actual running time was 7 hours and 50 minutes, 50 minutes having been spent at meals. When the car left Pittsburg there were twelve gallons of gasoline in the tank, some of which was still there when Cleveland was reached.

The return trip was begun at 7:30 next morning, and Pittsburg was reached at 3:25 that afternoon, after 6 hours and 54 minutes actual running time, there being one stop of exactly 31 minutes. The average for the run back to Pittsburg was only a trifle less than that made to Cleveland, 19 miles an hour.

Mr. T. B. Spence, chairman of the 1911 climbing committee of the Washington Automobile Club, announces the following officials for the hill climbing test on August 30: Referee, R. B. Caverly, Contest committee—J. K. Heyl, William Jose, John Larcombe, Jr., John R. Thomas, and Joseph Falconer. Timers—W. S. Shelly, David Dunnigan, F. Kopp, and Charles Bender.

Mr. Samuel Luttrell, accompanied by his wife, who has been through the Northern States, is at present in Maine.

Mr. John R. Thomas, local representative for the Maxwell, sold Model AA Maxwells to M. J. Corbett and Charles J. Stein.

All records have been broken this year, according to the officials of the Touring Club of America, for long distance individual touring. For instance, T. Ed. Bryan, president of the Tampa Automobile Club, Florida, recently shipped his car to Indianapolis and then motored to St. Louis, Kansas City, St. Joseph, Cedar Rapids, and Chicago, then back to Indianapolis, and thence East by way of Buffalo and Albany to New York City.

Frank H. Whelden, president of the Automobile Club of Detroit, made a long Eastern tour from his city to New York by way of Buffalo, Syracuse, Rochester, and Albany; then going up the Hudson to Saratoga, Lake George, Ausable Chasm, crossing Lake Champlain to Burlington; thence through the Green Mountains country to Brattleboro, Vt., finishing his tour in the Berkshires.

Other prominent officials who have been supplied with routes for long tours are: James Madden, secretary of the North Jersey Automobile Club, a route from New York to Detroit and home by way of Canada; C. A. Clark, president of the Jacksonville Automobile Club, Florida, a tour through the New England States and Canada; Clay W. Holmes, president of the Elmira Automobile Club, route from New York City to Winterhaven, Fla.; T. C. Campbell, president of the New Orleans Automobile Club, route from New Orleans to New York via Cincinnati and Chicago; C. H. Raine, president of the Mercantile Bank, Memphis, Tenn., a route from Memphis to New York City by way of Cincinnati, Cleveland, Buffalo, and Albany; thence through the New England States; C. O. Lamson, a Chicago (Ill.) banker, a long Eastern tour through the New England resorts; Congressman W. H. Wiley, of East Orange, a tour through the East, followed by the recent shipment of his car to Europe for a long continental tour.

Mr. Terrell Pattison has purchased a Studebaker electric.

Brig. Gen. Henry G. Sharpe, in his Moon roadster, will tour from Kingston, N. Y., throughout the State of New York. The car was shipped from this city to Kingston.

Mr. Stanley Horner, local agent for the Cole car, has been informed that two cars, one a touring car and the other a roadster, were shipped to Assiout, Egypt, by the New York agency.

Mr. Harry Rose, in a Model T Ford touring car, left during the week for a ten-day tour. Mr. Rose will stop at New York City and then tour the State.

Mr. Cliff Long, local agent, last week delivered an E-M-F touring car to Albert Fletcher, Jr., of Warrenton, Va.

A Washington car has just been delivered to Mr. D. P. McCartney. The car is finished in olive green striped in gold.

The statement is made that the interest in the Vanderbilt cup race and in the grand prize race, to be held October 25, is greater than ever before. The reservation of boxes, seats, and parking space is far ahead of any previous advance sales.

Mr. H. J. Matten has purchased a Studebaker "40" touring car.

Almost every State that enacts a new law for the guidance of motor car users these days devotes a special paragraph to rules for lamps. The general requirement is that the number shall be illuminated sufficiently to be visible for a distance of fifty feet at night. With the lamp equipment of some cars the ingenuity of the owner is rather thoroughly tested to find a way to make the rays of the rear lamp shine on the number plate.

In order to allow owners of its cars to comply strictly with both the letter and spirit of the law as exemplified by the Callan bill in New York, the Pierce-Arrow Motor Car Company has added to the regular equipment of its cars a sixth lamp for the sole purpose of number plate illumination. This lamp is of peculiar construction. It is like a tube cut in half—about six inches long and an inch and a half in diameter. It is electrically lighted and can be turned on or off by the switch that operates the side and rear lights. When it is on, its rays cover the entire number in a way that would insure any owner against arrest for a violation of this particular section of the law.

Mr. Hugh F. Harvey is a recent purchaser of a Washington touring car, fully equipped.

Barnes & Hendrick, local agents for the Pullman, have sold a 35-horsepower touring car, fully equipped, to James M. Place.

Ten years ago an automobile was as unfamiliar to the general public as an airplane is to-day. All the up-to-date business houses, however, now make deliveries, either by motor cars or by a motorcycle, upon which a van has been placed. The greater portion of real estate agents who in the past years used horses and carriages have let the auto take place of their former equipment. The department stores find that by delivering goods by auto they can cover about four times the territory as compared with a horse-drawn vehicle. Covering so much more ground with the auto decreases the operating force and saves money. Automobile police patrols, fire engines, hurry-up wagons, and other vehicles are in daily use.

John R. Thomas, local representative of the Maxwell-Briscoe Company, visited Richmond during the week.

The Carpenter Automobile Company last week sold a Stoddard-Dayton roadster to Charles G. Smith, Jr.

A car load of Croxon-Keeton cars were unloaded during the week.

Owing to the increase in business, Mr. John Flister, local agent for the Mora car, will increase his floor space in the near future.

A Paige-Detroit was one of the two cars to finish with a clean score in the Denver reliability run.

Mr. Joseph Falconer and wife and Mr. and Mrs. Samuel Atkinson, of Richmond, Va., left during the week for a trip to Richmond and a tour of the State.

The new show rooms of Emerson & Orme, to be located in H street, between Fourteenth and Fifteenth streets, will be under construction about the first of the week.

Mr. Charles Myers, local agent for the Elmore, expects his shipment of 1911 models about the 15th of the month.

Mr. Charles Greene, in a Buick touring car, left yesterday for a tour throughout the Northern States.

The tremendous increase in automobile touring during the past few years has developed an entirely new profession—that of route finding. Seven years ago, when the Official Automobile Blue Book was established, all the information on routes obtainable was contained in one small, condensed book, describing a few hundred miles around New York and Boston. This publication has developed year by year, until recently, when the 1910 edition was published, it appeared in four leather-bound volumes of more than 800 pages each, describing approximately 150,000 miles of routes, from the Maine coast to Nebraska, taking in practically every part of the country which an automobile can travel.

The material contained in these books was obtained by men who have been trained in the work of route description. Four high-powered cars were used, each manned with two route describers, who, owing to their experience, have developed wonderful capacity for rapidly reporting local conditions as they pass over the country roads.

The new books have been entirely reprinted, and in addition to several new routes they give this year road conditions and local points of interest, such as historical spots, public buildings, and other facts which would interest the tourist who is out for pleasure rather than speed.

Volume I covers New York State completely, and includes several new routes in the Adirondack section, with new and interesting routes into Canada.

Volume II covers the entire country east of the Hudson River, and a number of new routes to Maine have been added to this volume, which now practically covers every tourable road in this territory.

Volume III covers New Jersey, Pennsylvania, and the South, giving for the first time a through route to the Florida coast resorts, for which there is an increasing demand every year during the fall months.

Volume IV covers the Middle West, connecting with the New York book at Erie and the New Jersey book at Pittsburg, and takes the tourist over the entire Middle West as far as Omaha, Neb.

Automobile permits were issued last week to the following:

1188—E. S. Brashears, 512 Bond Building, Ford touring car.

1187—Sidney West, auto-delivery van.

1186—George Henderson, 1418 F street northwest, Wayne.

1185—Charles Sonne, 354 Thirteenth street, northwest, Studebaker.

1184—Chesapeake Supply Company, 1009 Ninth street northwest, Ford.

1183—W. H. Ridgway, 604 Eleventh street, northwest, Croxon-Keeton.

1182—A. A. Hileman, United States Soldiers Home, Auburn.

1181—Robert W. Blair, 631 H street northeast, Overland.

1180—Maurice J. Colbert, 621 E street northwest, Maxwell.

1179—E. P. Simpson, Congress Heights, Ford touring car.

1178—H. J. Matten, 63 Bryant street northwest, Studebaker.

1177—Albert Marks, 332 Eighth street northeast, Oldsmobile.

1176—James T. Parsons, Union Trust Building, Elmore.

1175—James P. Henderson, 1109 F street northwest, Buick touring car.

1174—P. H. Nealon, Thirty-first and Cedar streets, Cadillac.

1173—Terrell Pattison, 1501 Third street northwest, Studebaker electric.

1172—N. W. Chappell, 4131 Yama street, Maxwell.

1171—Columbia Granite and Dredging Company, 325 K street northwest, Stoddard Dayton.

1170—C. W. Chipman, 629 G street southwest, Ford.

1169—W. C. Hayden, 634 F street, Reo.

1168—J. S. Higgins, Navy Department, Chalmers.

1167—M. A. Lesse, 614 Ninth street northwest, Stevens-Duryea.

1166—Mrs. J. N. Macpherson, 1510 Fourteenth street northwest, Buick.

1165—W. E. Vielt, Rockville, Md., Ford.

Other automobile news on Page 4.

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The "Washington" Car "40" \$1,750

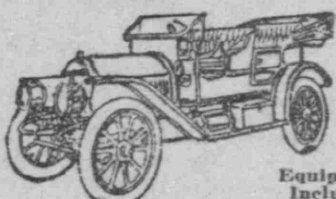
Guaranteed for 5 Years

Every Owner Satisfied

Moral—Buy a Washington

Phone M. 5126

for Demonstration.



Equipment Included.

CARTER MOTOR CAR CORPORATION

MUNSEY BUILDING, Washington, D. C.

Factory, Hyattsville, Md.

Notice to Owners of Electric Automobiles.

Free Advice Regarding Care and Operation.

Proper charging, proper attendance, proper operation, result in your getting the best possible service from your vehicle. Our expert will tell you how, and his advice will not cost you one cent.

Just make the request and he will call.

Potomac Electric Power Co.,

213 Fourteenth Street N. W.

FROM THE ATLANTIC TO THE PACIFIC

An Effort to Make Trip in Less Than Fifteen Days.

MUNSEY TOUR TO START AUGUST 16

It Will Cover 1,550 Miles, Through Dozen States.

L. L. Whitman, the well-known transcontinental motorist, has effected arrangements whereby he hopes to break his previous record of fifteen days, two hours and twelve minutes, between New York and San Francisco. He is scheduled to leave New York to-morrow morning in a 1911 model stock Reo touring car "40." E. I. Hammond, who has accompanied Whitman before, is to be his right-hand man in this strenuous coast-to-coast run.

Mr. Whitman made his first cross-continent trip from San Francisco to New York in 1903 in seventy-one days, using a five-horsepower single cylinder runabout. The following year he lowered the transcontinental record in his run from San Francisco to New York to thirty-two days. This was again lowered to fifteen days, two hours and twelve minutes by himself with a six-cylinder, \$4,000 car in 1906. This was a relay trip, night and day run, with the assistance of five men from the factory.